2005

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 325

Town of West Point

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

| North 81 | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|-------------|--------------------|--|
| 29 | US Route | |
| 7 | Virginia State Rou | te |
| (F241) | Frontage Road (F | precedes frontage route number) |
| 600 | Secondary Route | |

Special Routes

| Bus | Bus - Business Route | | |
|-------|---------------------------|--|--|
| [29] | Bypas - Bypass Route | | |
| | Truck - Truck Route | | |
| ALT | ALT - Alternate Route | | |
| (220) | Wye - Wye Route connector | | |
| | | | |
| ~~~ | | | |

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation Traffic Engineering Division

2005 Annual Average Daily Traffic Volume Estimates By Section of Route Town of West Point

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | Tru | | | QC | K | QK | Dir | AAWDT | QW |
|---|---------------------------------|--------|-------------------------------|------|-------|------|----------|--------|--------|--------|----|--------|----|--------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | Factor | | Factor | | |
| | From: | | CL West Poi | | 040/ | 40/ | 40/ | 00/ | 4.407 | 00/ | | 0.070 | | 0.540 | 0000 | |
| (30) Main St | Town of West Point (Maint: 50) | 2.19 | 3400 | N | 81% | 1% | 1% | 2% | 14% | 0% | N | 0.078 | N | 0.519 | 3600 | N |
| | To: | | R 33 14th St | | | | | | | | | | | | | |
| 14th St | Town of West Boint (Maint: 50) | | R 33 Main S 16000 | G | 88% | 1% | 1% | 2% | 9% | 0% | _ | 0.005 | F | 0.622 | 17000 | _ |
| (30) (33) 14th St | Town of West Point (Maint: 50) | 0.25 | | | 00% | 170 | 1% | 2% | 9% | 0% | С | 0.085 | Г | 0.622 | 17000 | G |
| | | New . | Kent County | Line | | | | | | | | | | | | |
| | From: | | illiam Coun | _ | | | | | | | | | | | | |
| $\begin{pmatrix} 33 \end{pmatrix} \begin{pmatrix} 30 \end{pmatrix}$ 14th St | Town of West Point (Maint: 50) | 0.25 | 16000 | G | 88% | 1% | 1% | 2% | 9% | 0% | С | 0.085 | F | 0.622 | 17000 | G |
| | Tax | S | R 30 Main S | St | | | <u> </u> | | | | | | | | | |
| (33) 14th St | Town of West Point (Maint: 50) | 0.48 | 15000 | G | 90% | 1% | 1% | 2% | 7% | 0% | F | 0.082 | F | 0.645 | 16000 | G |
| (33) | To: | | Queen Coun | | | .,, | | _,, | | | • | | - | | | _ |
| | From: | | | | | | | | | | | | | | | |
| Kirby Ct | Town of West Point (Maint: 50) | | SR 30, SR 33 1200 | G | 93% | 1% | 1% | 1% | 4% | 0% | С | 0.088 | F | 0.53 | 1200 | G |
| (296) Kirby St | Town of West Point (Maint. 50) | 0.23 | 7; 50-1126 1 | | 93% | 170 | 1% | 1% | 4% | 0% | C | 0.000 | Г | 0.53 | 1200 | G |
| | From: | | 7; 30-1126 1 7 Kirby St; 5 | | | | | | | | | | | | | |
| 296) 10th St | Town of West Point (Maint: 50) | 0.17 | 1200 | N | 93% | 1% | 1% | 1% | 4% | 0% | Ν | 0.088 | N | 0.53 | 1200 | N |
| 296) 10111 01 | To: | | R 298 Lee S | | 3070 | 170 | | 1 70 | 470 | 070 | ., | 0.000 | ., | 0.00 | 1200 | ., |
| | From: | | | | | | | | | | | | | | | |
| City Or | | | Dead End | | 070/ | 00/ | | 00/ | 40/ | 00/ | | 0.005 | | 0.550 | 000 | |
| (298)5th St | Town of West Point (Maint: 50) | 0.24 | 600 | N | 97% | 0% | 2% | 0% | 1% | 0% | N | 0.095 | N | 0.552 | 620 | N |
| | From: | | 9 Lee St; 50 9; 50-1128 : | | | | | | | | | | | | | |
| and lee St | Town of West Point (Maint: 50) | 0.29 | 600 | G | 97% | 0% | 2% | 0% | 1% | 0% | С | 0.095 | F | 0.552 | 620 | G |
| (298) Lee St | 10WITOT WEST FOILT (Maille, 50) | 0.29 | | | 91 /0 | 0 /0 | Z /0 | U /0 | 1 /0 | U /0 | C | 0.083 | Г | 0.002 | 020 | G |
| | To- From: | S | R 296 10th S | St | | | | | | | | | | | | |
| (298) Lee St | Town of West Point (Maint: 50) | 0.22 | 1900 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.092 | F | 0.634 | 1900 | G |
| \smile | To: | S | R 33 14th St | t | | | | | | | | | | | | |

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|--------------------------|--------|-------------------|----------|-------|-----|----------|---|-------|----|----|-------------|----|---------------|-------|----|--------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Town of West Point | | From | : | | | | 50-702 | | | | - | | | | | |
| (636) VFW Rd | 0.19 | 420 | R | | | • | 30-702 | | | | NA | | | NA | | 05/21/200 |
| 511 | | To | • | | | NCL | West Poin | nt | | | | | | | | |
| | | From | | | | WCL | West Poir | nt | | | | | | | | |
| 701 Euclid Heights Blvd | 0.20 | 60 | R | | | | | | | | NA | | | NA | | 05/17/200 |
| | | To From | | | | | Dogwood | | | | | | | | | |
| Fuclid Heights Blvd | 0.58 | 710 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.103 | F | 0.533 | 730 | G | 2005 |
| | | То | | | | SR 30 Ki | ng William | n Ave | | | | | | | | |
| \frown | | From | <u> </u> | | | | SR 30 | | | | <u> </u> | | | | | .= /. / / |
| 702 | 0.07 | 300 _{To} | R | | | | 50.626 | | | | NA | | | NA | | 05/21/200 |
| | | From |] | | | | 50-636 | D.1 | | | 1 | | | | | |
| 1000 Azalia Cresent | 0.28 | 70 | R | | | 50-1013 | 3 N, River | · Rd | | | NA | | | NA | | 04/06/200 |
| Azalia Cresent | 0.20 | 7 U | · 🗀 | | | 50-101 | 3 S, River | ·Rd | | | | | | INA | | 04/00/200 |
| | | From | I | | | | E Magnoli | | | | | | | | | |
| 1001) Bond St | 0.50 | 150 | R | | | 30-1002 | E Wagion | 1a D1 | | | NA | | | NA | | 03/14/200 |
| (1001) Bond St | | То | | | | D | ead End | | | | | | | | | |
| | | From | | | | 50-1010 | Southern . | Ave | | | Ī | | | | | |
| 1002 E Magnolia Dr | 0.20 | 360 | R | | | | | | | | NA | | | NA | | 03/14/200 |
| 50 | | To | - | | | SR 30 Ki | ng William | n Ave | | | _ | | | | | |
| 1002 E Magnolia Dr | 1.02 | 1200 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.100 | F | 0.613 | 1200 | G | 2005 |
| 50 | | To | | | | 50-100 | 3 Chelsea | Rd | | | | | | | | |
| 1002) E Magnolia Dr | 0.09 | 40 From | R | | | 50 100 | 3 Cheiseu | Ru | | | NA | | | NA | | 03/14/200 |
| E Magnolia Dr | | То | | | | 0.09 N | MN 50-100 | 03 | | | | | | | | |
| | | From | 1 | | | SR | 33 14th St | | | | Ī | | | | | |
| 1003 Chelsea Rd | 1.05 | 1200 | G | 98% | 0% | 0% | 0% | 1% | 0% | С | 0.114 | F | 0.643 | 1300 | G | 2005 |
| 50 | | To | | | | 5 | 50-1004 | | | | | | | | | |
| 1003 Chelsea Rd | 0.30 | 800 From | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.129 | F | 0.674 | 830 | G | 2005 |
| 50 | | To | | | | 5 | 50-1006 | | | | | | | | | |
| 1003 Chelsea Rd | 0.75 | 670 From | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.125 | F | 0.503 | 700 | G | 2005 |
| 50 | | To | | | | 5 | 50-1002 | | | | | | | | | |
| 1003) Chelsea Rd | 0.28 | 710 From | R | | | | 0 1002 | | | | NA | | | NA | | 04/19/200 |
| Chelsea Rd | | To | | | | 5 | 50-1014 | | | | | | | | | |
| 1003) Chelsea Rd | 0.15 | 110 From | R | | | | 0-1014 | | | | NA | | | NA | | 04/19/200 |
| Chelsea Rd | 00 | To | | | | 0.153 | DI 50 10: | 1.4 | | | | | | | | 0 17 107 201 |
| 1003) Chelsea Rd | 0.24 | 30 From | R | | | 0.15 F | MN 50-101 | 14 | | | NA | | | NA | | 04/19/200 |
| Chelsea Rd | 0.21 | То | · ` ` | | | NCL | West Poin | nt | | | ٦ï` | | | 1471 | | 0 1/ 10/200 |
| | | From | | | | 50-1002 | E Magnoli | ia Dr | | | | | | | | |
| 1004 50 Mattaponi Ave | 0.70 | 980 | R | | | | | | | | NA | | | NA | | 03/14/200 |
| 50 | | To | _ | | | 50-1006 | Thompson | ı Ave | | | | | | | | |
| 1004) Mattaponi Ave | 0.20 | 840 From | R | | | 50 1000 | Потправи | 11110 | | | NA | | | NA | | 03/14/200 |
| Mattaponi Ave | | To | | | | 50-100 | 3 Chelsea | Rd | | | | | | | | |
| | | From | | | | 50-10 | 30 Bagby S | St | | | | | | | | |
| 1005 Odi St | 0.45 | 200 | R | | | | | | | | NA | | | NA | | 03/14/200 |
| <u>00</u> | | То | - | | | 50-1006 | Thompson | ı Ave | | | \neg — | | | | | |
| 1005 Odi St | 0.20 | 80 From | R | | | | 100000 | | | | NA | | | NA | | 03/14/200 |
| 50 | | To | · | | | D | ead End | | | | | | | | | |
| | | From | | | | SR 3 | 30 Main St | t | | | | | | | | |
| 1006 Thompson Ave | 0.93 | 1700 | G | 99% | 0% | 0% | 1% | 0% | 0% | С | 0.095 | F | 0.587 | 1700 | G | 2005 |
| JU | | To | | | | 50-100 | 3 Chelsea | Rd | | | | | | | | |
| \sim | | From | | | | 50- | 1108 C St | | | | | | | | | |
| Lyndale St | 0.13 | 130 | R | | | | | | | | NA | | | NA | | 05/16/200 |
| <u> </u> | | To | | | | SR 3 | 30 Main St | t | | | | | | | | |

| | | | | | | Town of Wes | st Point | | | | | | | |
|----------------------|---|-------------------|----------|-------|-----|-----------------------|------------|------|-------------|----|---------------|--------|----|-------------------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+A | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Town of West Point | | From | : | | | | | | | | | | | |
| (1007) Ogden St | 0.20 | 210 | R | | | SR 30 Mai | n St | | NA | | | NA | | 05/16/2001 |
| Ogden St | | To | | | | Dead En | ıd | | | | | | | |
| | | From | | | | Dead En | d | | | | | | | |
| 1008 Dupont St | 0.20 | 410 | R | | | | | | NA | | | NA | | 05/16/2001 |
| 50 | | To | | | | SR 30 Mai | n St | | | | | | | |
| \bigcirc | | From | | | | Dead En | d | | | | | | | |
| 1009 | 0.16 | 60 | R | | | | | | NA | | | NA | | 05/16/200 |
| | | To From | | | | SR 30 | | | | | | | | |
| (1009) | 0.06 | 1000 To | R | | | D 15 | | | NA | | | NA | | 05/16/200 |
| | | | | | | Dead En | | | | | | | | |
| Courthorn Ave | 0.05 | From | ᄂ | | | 50-701 Euclid H | eights Rd | | | | | NΙΔ | | 05/47/200 |
| (1010) Southern Ave | 0.25 | 380 | R | | | | | | NA — | | | NA | | 05/17/200 |
| O conthe on A con | 0.00 | From | <u> </u> | | | 50-1002 E Mag | nolia Dr | | | | | NIA | | 05/47/000 |
| 1010 Southern Ave | 0.20 | 410 | R | | | Domanulary | Ario | | NA T | | | NA | | 05/17/200 |
| | | From | | | | Pamunkey . Southern A | | | | | | | | |
| Pamunkey Ave | 0.20 | 410 | N | | | | | | NA | | | NA | | 05/17/200 |
| 50 | | To | | | | SR 30 King Wil | liam Ave | | | | | | | |
| _ | | From | : | | | 50-1002 E Mag | nolia Dr | | | | | | | |
| 1011 Romancoke Ave | 0.05 | 110 | R | | | | | | NA | | | NA | | 05/17/200 |
| 30) | | To | | | | Dead En | d | | | | | | | |
| O = | | From | | | | 50-1108 C | St | | | | | | | |
| 1012 Berkley St | 0.13 | 150 | R | | | GD 20 14 : | a . | | NA | | | NA | | 05/16/200 |
| | | То | | | | SR 30 Mai | | | | | | | | |
| O Divers Del | 0.50 | From | Ļ | | | Dead En | ıd | | | | | NIA | | 04/00/000 |
| 1013 River Rd | 0.50 | 90 | R | | | | | | NA | | | NA | | 04/06/2004 |
| | | From | <u> </u> | | 5 | 50-701 Euclid He | ights Blvd | | <u> </u> | | | | | 2.1/2.2/2.2 |
| 1013 River Rd | 0.33 | 390 _{To} | R | | | 50 1026 D | 1D | | NA | | | NA | | 04/06/2004 |
| | | |] 1 | | | 50-1026 Dogw | | | <u> </u> | | | | | |
| (1014) E Euclid Blvd | 0.10 | 330 | R | | | 50-1003 Chel | sea Rd | | NA | | | NA | | 04/16/2004 |
| E Euclid Blvd | 0.10 | 330 | | | | | | | | | | INA | | 04/10/2004 |
| (1014) E Euclid Blvd | 0.17 | 90 From | <u> </u> | | | 50-1032 | 2 | | NA | | | NA | | 04/16/2004 |
| E Euclid Blvd | 0.17 | 90 To | R | | | 50-1015 Newr | nan Rd | | | | | INA | | 04/10/2002 |
| | | From | | | | 50-1014 | | | | | | | | |
| (1015) Newman Rd | 0.17 | 80 | R | | | 30-101- | <u> </u> | | NA | | | NA | | 04/19/2004 |
| (1015) Newman Rd | • | То | | | | 50-1034 | 1 | | 7 | | | | | .,, |
| | | From | | | | 50-1009 |) | | | | | | | |
| 1016 | 0.05 | 8 | R | | | | | | NA | | | NA | | 05/16/2001 |
| 50 | | То | | | | Dead En | d | | | | | | | |
| | | From | | | | 50-1009 |) | | | | | | | |
| 1017 | 0.06 | 20 | R | | | | | | NA | | | NA | | 05/16/2001 |
| | | То | | | | Dead En | d | | | | | | | |
| <u> </u> | | From | | | | Dead En | d | | <u> </u> | | | | | |
| 1018 Camelia Dr | 0.07 | 40 To | R | | | 50 701 E1: 1 X | iohto DI 1 | | NA | | | NA | | 04/06/2004 |
| - | | | <u> </u> | | | 50-701 Euclid He | | | | | | | | |
| (1019) Romancoke Ave | 0.10 | 80 | R | | | 50-701 Euclid He | ights Blvd | | NA | | | NA | | 04/06/2004 |
| (1019) Romancoke Ave | 0.10 | OU To | - K | | | 50-1020 Cypre | ess Ave | | | | | INA | | 04/00/2002 |
| | | From | | | | | | | | | | | | |
| (1020) Cypress Ave | 0.08 | 40 | R | | | Dead En | ıu | | NA | | | NA | | 04/06/2004 |
| (1020) Cypress Ave | 0.00 | | ·. | | | 50 1010 5 | 1 . | | | | | 1 47 1 | | 5 1,00,200- |
| (1020) Cypress Ave | 0.08 | 40 From | R | | | 50-1019 Romano | coke Ave | | NA | | | NA | | 04/06/2004 |
| (1020) Cypress Ave | 0.00 | 40 To | | | | Dead En | ıd | | | | | INA | | U-1/UU/ZUU ² |
| | | | | | | 20uu Dii | | | | | | | | |

| | | | | | | 1 OWI | II OI VVE | est Point | | | | | | | |
|-------------------------|--------|--------------|----------|-------|-----|--------|-----------|--------------------|----|-----------------|----|---------------|-------|----|-------------|
| Route | Length | AADT | QA | 4Tire | Bus | 3 | | Truck Axle 1Tra | QC | ; K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Town of West Point | | _ | | | | | | | | | | | | | |
| | 0.07 | From: 150 | R | | | | SR 30 | 0 | | NA | | | NA | | 05/16/200 |
| (1021) | 0.07 | To- | | | | | 50-102 | 25 | | | | | INA | | 03/10/200 |
| | | From: | i | | | | 50-1108 | | | 1 | | | | | |
| 1022) Bellwood St | 0.12 | 80 | R | | | | 50 1100 | C Bi | | NA | | | NA | | 05/16/200 |
| Bellwood St | | To: | | | | S | SR 30 Ma | ain St | | | | | | | |
| _ | | From: | | | | | 50-1108 | C St | | | | | | | |
| 1023 Fort St | 0.13 | 120 | R | | | | | | | NA | | | NA | | 2004 |
| | | To: | | | | S | SR 30 Ma | ain St | | | | | | | |
| O | | From: | | | | | 50-1108 | C St | | | | | | | |
| 1024 Glenn St | 0.12 | 170 | R | | | | | | | NA | | | NA | | 04/15/20 |
| | | From: | | | | S | SR 30 Ma | ain St | | | | | | | |
| Thompson St | 0.12 | 1600 | R | | | | | | | NA | | | NA | | 04/15/20 |
| | | To: | | | | 50-10 | 006 Thom | npson Ave | | | | | | | |
| \bigcirc | | From: | | | | | 50-102 | 21 | | | | | | | |
| 1025 | 0.08 | 70 | R | | | | | | | NA | | | NA | | 05/16/20 |
| | | To: | <u> </u> | | | | Dead E | | | | | | | | |
| O D | 0.47 | From: | ᄂ | | | 50-701 | Euclid H | leights Blvd | | | | | NIA | | 0.4/0.0/0.0 |
| Dogwood Dr | 0.17 | 160 | R | | | | | | | NA | | | NA | | 04/06/20 |
| $\widehat{}$ | | To- From: | | | | | 50-102 | 28 | | | | | | | |
| 1026 Dogwood Dr | 0.11 | 100 | R | | | | | | | NA | | | NA | | 04/06/20 |
| <u> </u> | | To- From: | | | | | 50-102 | 27 | | | | | | | |
| Dogwood Dr | 0.02 | 130 | R | | | | | | | NA | | | NA | | 04/06/20 |
| | | To: From: | | | | | 50-101 | 13 | | | | | | | |
| Dogwood Dr | 0.14 | 50 | R | | | | | | | NA | | | NA | | 04/06/20 |
| 50) | | To: | | | | | Dead E | End | | | | | | | |
| _ | | From: | | | | | Dead E | End | | | | | | | |
| 1027 Mockingbird Ct | 0.06 | 40 | R | | | | | | | NA | | | NA | | 04/06/20 |
| | | To: | | | | 50-1 | 026 Dog | wood Dr | | | | | | | |
| \sim | | From: | | | | | Dead E | End | | | | | | | |
| 1028 Tanager Ct | 0.06 | 30 To: | R | | | | | | | NA | | | NA | | 04/06/20 |
| | | | <u> </u> | | | | | wood Dr | | | | | | | |
| | 0.00 | From | Ļ | | | 0.0 | O8 MN 5 | 0-1002 | | | | | NIA | | 05/47/00 |
| Taylor Ave | 0.08 | 200 | R | | | | | | | NA | | | NA | | 05/17/20 |
| \sim | | From: | | | | 50-10 | 002 E Ma | agnolia Dr | | | | | | | |
| 1029 Taylor Ave | 0.21 | 90 To: | R | | | | | | | NA | | | NA | | 03/14/20 |
| | | | | | | | 50-101 | | | | | | | | |
| O Barata Ot | 0.00 | From: | Ļ | | | | 50-100 | 05 | | | | | NIA | | 00/4 4/00 |
| 1030 Bagby St | 0.28 | 150 To: | R | | | 50.10 | 004 Motte | aponi Ave | | NA | | | NA | | 03/14/20 |
| | | From: | | | | 30-10 | 50-100 | | | | | | | | |
| 1030 | 0.29 | 170 | R | | | | | | | NA | | | NA | | 03/14/20 |
| 50 | | To: | | | | | 50-100 | 03 | | | | | | | |
| | | From: | | | | | 50-100 | 03 | | | | | | | |
| 1031 | 0.11 | 150 | R | | | | | | | NA | | | NA | | 04/19/20 |
| 30 | | To: | | | | | 50-103 | 32 | | | | | | | |
| <u> </u> | | From: | | | | 50-10 | 014 E Eu | ıclid Blvd | | | | | | | |
| 1032 50 Shoreline Dr | 0.12 | 49 | R | | _ | | | | | NA | | | NA | | 04/19/20 |
| <u> </u> | | From: | | | | 50-1 | 031 Rive | rview Dr | | \neg \vdash | | | | | |
| 1032 Shoreline Dr | 0.04 | 30 | R | | | | | | | NA | | | NA | | 04/19/20 |
| 50 | | To: | | | | | Dead E | End | | | | | | | |
| | | From: | | | | 50-10 | 006 Thom | npson Ave | | | | | | | |
| 1033 E Oak Ln | 0.22 | 180 | R | | | | | | | NA | | | NA | | 04/19/20 |
| au | | To: | | | | | Cul-de- | Sac | | | | | | | |

| Route | Lenath | AADT | QA | 4Tire | Bus | Town of Wes | Truck | | QC | K | QK | Dir | AAWDT | QW | Year |
|--------------------|--------|-------------------|----------|-------|-----|------------------|--|--------|----|----------|------|--------|---|----|--------------|
| Town of West Point | Longar | ,,,,, | ٠,٠ | 110 | Duo | 2Axle 3+Ax | de 1Trail | 2Trail | QU | Factor | Q. (| Factor | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | α | i oai |
| | 0.00 | From | | | | 50-1036 | | | | | | | NIA | | 0.4/4.0/0000 |
| Sandy Creek | 0.08 | 70 To | R | | | 50-1015 | | | | NA T | | | NA | | 04/19/2004 |
| | | From | | | | 50-1014 | | | | i | | | | | |
| 1036 Blue Heron Rd | 0.14 | 120 | R | | | | | | | NA | | | NA | | 04/19/2004 |
| 50) | | То | : | | | 50-1034 Sandy | Creek | | | | | | | | |
| O | | From | | | | Dead End | l | | | <u> </u> | | | | | |
| (1037) Westwood Ct | 0.16 | 210 To | R | | | 50-1004 Mattapo | oni Ave | | | NA T | | | NA | | 04/19/2004 |
| | | From | : | | | Dead End | | | | | | | | | |
| (1038) N Oak Ln | 0.12 | 70 | R | | | Dead Life | | | | NA | | | NA | | 04/19/2004 |
| 50 | | То | : | | | 50-1006 Thomps | son Ave | | | | | | | | |
| | | From | | | | 50-1014 E Eucli | id Blvd | | | | | | | | |
| 1039 Briarwood Ln | 0.16 | 90 | R | | | | | | | NA | | | NA | | 03/14/2001 |
| | | То | | | | Dead End | l | | | | | | | | |
| \bigcirc | 0.13 | 70 | R | | | SR 30 | | | | NA | | | NA | | 03/14/2001 |
| (1040) | 0.13 | 7 U | | | | Dead End | 1 | | | | | | INA | | 03/14/2001 |
| | | From | | | | 50-1004 Mattapo | | | | | | | | | |
| (1041) Chelsea Run | 0.12 | NA | | | | 20 100 111111111 | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | NA | | | NA | | |
| 50 | | To | | | | Dead End | 1 | | | | | | | | |
| | | From | 4 | | | 50-1005 Odi | i St | | | | | | | | |
| 1042 | 0.25 | NA | | | | | | | | NA | | | NA | | |
| | | To | | | | Dead End | | | | | | | | | |
| | 0.11 | From 80 | R | | | Dead End | l | | | NA | | | NA | | 04/19/2004 |
| 1045 | 0.11 | To | · [| | | 50-1003 | | | | | | | INA | | 04/13/2004 |
| | | From | | | | SR 33 14th | St | | | | | | | | |
| (1101) Lee St | 0.22 | 980 | R | | | | ~- | | | NA | | | NA | | 03/14/2001 |
| 50 | | To | _ | | | 50-1114 | | | | | | | | | |
| (1101) Lee St | 0.29 | 310 From | R | | | | | | | NA | | | NA | | 03/14/2001 |
| (51) | | To | | | | 50-1120 | | | | | | | | | |
| <u> </u> | | From | | | | Dead End | i | | | | | | | | |
| 13th St | 0.06 | 40 | R | | | | | | | NA | | | NA | | 04/15/2004 |
| $\overline{}$ | | From | | | | SR 296 Kirb | y St | | | J., | | | | | 0.4/4.7/0.00 |
| (1102) 13th St | 0.08 | 300 | R | | | | | | | NA | | | NA | | 04/15/2004 |
| O | 0.00 | From | Ļ | | | 50-1129 Mai | n St | | | <u> </u> | | | | | 0.4/4.5/0.00 |
| 13th St | 0.03 | 360 _{To} | R | | | 0.03 ME 05-1 | 1120 | | | NA | | | NA | | 04/15/2004 |
| | | From | | | | SR 298 Lee | | | | | | | | | |
| 13th St | 0.02 | 160 | R | | | | | | | NA | | | NA | | 04/15/2004 |
| | | То | | | | Dead End | i | | | | | | | | |
| (40th Ct | 0.05 | From | | | | Dead End | i | | | | | | NIA | | 04/45/000 |
| 1103 12th St | 0.05 | 3 | R | | | | | | | NA — | | | NA | | 04/15/2004 |
| (1103) 12th St | 0.17 | 210 From | <u> </u> | | | SR 296 Kirb | y St | | | NA | | | NA | | 04/15/2004 |
| (1103) 12th St | 0.17 | 210 | R | | | | | | | INA | | | INA | | 04/15/2004 |
| (1103) 12th St | 0.06 | 70 From | R | | | SR 298 Lee | St | | | NA | | | NA | | 04/15/2004 |
| (1103) 12th St | 0.00 | To | | | | Dead End | i | | | | | | INA | | 04/13/2004 |
| | | From | | | | Dead End | | | | | | | | | |
| 1104 11th St | 0.09 | 140 | R | | | 2 Suu Dii | | | | NA | | | NA | | 04/08/2004 |
| 50 | | To | | | | SR 298 Lee | St | | | | | | | | |
| 1104 11th St | 0.17 | 270 From | R | | | 22.270 200 | | | | NA | | | NA | | 04/08/2004 |
| 50 | | To | - | | | SR 296 Kirb | v St | | | | | | | | |
| 1104 11th St | 0.02 | 30 From | R | | | 2K 270 Kill) | , | | | NA | | | NA | | 04/08/2004 |
| 50 | | To | | | | Dead End | 1 | | | | | | | | |

| Length | AADT | QA | 4Tire | Bus | | | | $^{\circ}$ | K | QK | Dir | AAWDT | QW | Year |
|----------|--|--|--------------|--------------|--------------|--------------|--|--|---------------------|--|--|---|--|---|
| | | | | | | | alı zıralı | | Factor | | Factor | | | |
| 0.03 | From 2 | R | | | De | ad End | | | NA | | | NA | | 04/08/2004 |
| 0.17 | 350 | R | | | 50-110 | 07 Kirby St | | | NA | | | NA | | 04/08/2004 |
| | To From | | | | SR 2 | 98 Lee St | | | | | | | | |
| 0.02 | 20 | R | | | Do | and End | | | NA | | | NA | | 04/08/2004 |
| | | l | | | | | | | | | | | | |
| 0.08 | 100 | R | | | | | | | NA | | | NA | | 04/08/2004 |
| 0.17 | 480 From | R | | | 50-110 | 07 Kirby St | | | NA | | | NA | | 04/08/2004 |
| 0.00 | From | | | | SR 2 | 98 Lee St | | | \supset | | | NΙΔ | | 04/08/2004 |
| 0.08 | To | K | | | De | ad End | | | | | | INA | | 04/06/2004 |
| | From | | | | | | | | | | | | | |
| 0.21 | 100 | R | | | | | | | NA | | | NA | | 04/08/2004 |
| | To From | | | | SR 2 | 98 5th St | | | | | | | | |
| 0.06 | 150 | R | | | | | | | NA | | | NA | | 04/08/2004 |
| | To From | | | | 50-1 | 110 6th St | | | <u> </u> | | | | | |
| 0.23 | 1000 _{To} | R | | | SR 20 | 96 10th St | | | NA | | | NA | | 04/08/2004 |
| | | <u> </u> | | | | | | | | | | | | |
| 0.12 | | R | | | SK 3 | 0 1411151 | | | NA | | | NA | | 04/15/2004 |
| | To | | | | | | | | | | | | | |
| 0.10 | | | | | 50-1 | 008; Gap | | | | | | NΙΔ | | 04/45/2004 |
| 0.19 | 00 | | | | | | | | INA | | | INA | | 04/15/2004 |
| 0.12 | From | | | | 50 |)-1022 | | | NΙΔ | | | NΑ | | 04/15/2004 |
| 0.12 | To | | | | 50-100 | 7 Lyndale St | | | | | | INA | | 04/13/2004 |
| | From | | | | | | | | | | | | | |
| 0.23 | 470 | R | | | | | | | NA | | | NA | | 04/08/2004 |
| | To | | | | SR 2 | 98 5th St | | | | | | | | |
| 0.00 | From | Ļ | | | 50-110 | 77 Kirby St | | | | | | NIA | | 0.4/0.0/0.00.4 |
| 0.09 | 240 | | | | | | | | INA | | | INA | | 04/08/2004 |
| 0.00 | From | | | | 50-11 | 29 Main St | | | NA | | | NΙΛ | | 04/08/2004 |
| 0.06 | 290 To | K | | | SR 2 | 98 Lee St | | | | | | INA | | 04/06/2004 |
| | From | | | | | | | | İ | | | | | |
| 0.25 | 100 | R | | | | | | | NA | | | NA | | 04/08/2004 |
| | To | | | | 50-11 | 09 Lee St | | | | | | | | |
| 2.00 | | | | | De | ad End | | | ٦., | | | | | 0.4/0.0/0.00.4 |
| 0.03 | 20 | R | | | | | | | NA | | | NA | | 04/08/2004 |
| 0.40 | From | <u> </u> | | | 50-110 | 77 Kirby St | | | | | | NIA | | 0.4/0.0/0.00.4 |
| 0.16 | 140 | | | | | | | | INA | | | INA | | 04/08/2004 |
| 0.05 | From | | | | 50-11 | 09 Lee St | | | NΙΛ | | | NΙΛ | | 04/08/2004 |
| 0.05 | | | | | De | ad End | | | | | | INA | | 04/06/2004 |
| | From | | | | | | | | | | | | | |
| 0.15 | 360 | R | | | | | | | NA | | | NA | | 04/15/2004 |
| | То | | | | 50-1 | 127 F St | | | | | | | | |
| | | L_ | | | SR 3 | 0 Main St | | | | | | | | |
| 0.15 | 230 | R | | | | | | | NA | | | NA | | 04/15/2004 |
| . | To From | | | | 50-1 | 127 F St | | | <u> </u> | | | | | |
| 0.05 | NA | | | | | | | | NΑ | | | NA | | |
| | 0.03 0.17 0.02 0.08 0.17 0.08 0.21 0.06 0.23 0.12 0.19 0.12 0.23 0.09 0.08 0.25 0.03 0.16 0.05 | 0.03 2 0.17 350 0.02 20 From 0.08 100 0.17 480 0.08 100 0.17 480 0.08 100 0.21 100 0.21 100 0.23 1000 0.12 760 0.12 760 0.19 80 0.12 70 0.10 From 0.10 From 0.11 70 | 0.03 2 R | 0.03 2 R | O.03 2 R | Carrell | Length AADT QA 4Tire Bus 2Axle 3+Axle 1Ti 1Ti 2Axle 3+Axle 1Ti 3+A | Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail Dead End | Dead End Dead End | Length AADT QA 4Tire Bus 2Axie 37-Axie 1Trail 2Trail QC Factor | Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK | Length AADT QA 4Tire Bus 2Axie 3+Axie 1Trail 2Trail QC Factor QK QK Factor QK | Length AADT QA 4Tire Bus 2AAde 3Trail 2Trail QC Factor QK Factor AAWDT | Length AADT QA 4Thre Bus 2Ayele 34Ayele 11Trail 2Trail QC Factor QK Factor AAWDT QW |

| Length | AADT | QA | 4Tire | Bus | | | | (| QC F | Kactor | QK | Dir Factor | AAWDT | QW | Year |
|--------|--|---|----------------|----------------|------------------------------|--|--|--|-------------------------------|--|--|-----------------------------|--|---|---|
| | From | | | | | | | | | 1 | | | | | |
| 0.15 | 270 | R | | | SK : | 50 Maii St | | | | NA | | | NA | | 04/15/200 |
| | To | | | | 50- | 1127 F St | | | | | | | | | |
| | From | | | | SR 3 | 30 Main St | | | |] | | | | | |
| 0.16 | | R | | | | | | | | NA | | | NA | | 04/15/200 |
| | | | | | | | | | | | | | | | |
| 0.16 | | R | | | 50-11 | 07 Kirby St | | | | NΔ | | | NΔ | | 04/08/200 |
| 0.10 | | | | | 50-1 | 109 Lee St | | | | Ï | | | INA | | 04/00/200 |
| | From | | | | D | ead End | | | | | | | | | |
| 0.08 | 46 | R | | | | | | | | NA | | | NA | | 04/15/200 |
| | To | | | | 50-11 | 08 Kirby St | | | | Ī | | | | | |
| 0.07 | 490 | R | | | | • | | | | NA | | | NA | | 04/15/200 |
| | To | | | | SR 3 | 30 Main St | | | | Ī | | | | | |
| 0.14 | 360 | R | | | | | | | | NA | | | NA | | 04/15/200 |
| | To | | | | 50- | 1127 F St | | | | | | | | | |
| | | | | | SR 3 | 30 Main St | | | | | | | | | |
| 0.14 | | R | | | 50 | 1107 F.C. | | | | NA | | | NA | | 04/03/20 |
| | | | | | | | | | | 1 | | | | | |
| 0.08 | | R | | | SR | 30 Main St | | | | NΔ | | | NΔ | | 04/03/20 |
| 0.00 | 230 | - '\ | | | | | | | | 7 | | | INA | | 04/03/20 |
| 0.08 | | | | | 50-1 | 101 Lee St | | | | NΙΔ | | | NΙΔ | | 04/03/20 |
| 0.00 | | <u> </u> | | | D | ead End | | | | 1 | | | INA | | 04/03/20 |
| | From | | | | | | | | | i | | | | | |
| 0.08 | 190 | R | | | | | | | | NA | | | NA | | 05/17/20 |
| | To | | | | 50-11 | 29 Main St | | | | 1 | | | | | |
| 0.08 | 220 From | R | | | | | | | | NA | | | NA | | 05/17/200 |
| | To | | | | 50-1 | 109 Lee St | | | | | | | | | |
| | From | | | | D | ead End | | | | J | | | | | |
| 0.08 | 130 | R | | | | | | | | NA | | | NA | | 04/03/20 |
| | | | | | 50-11 | 08 Kirby St | | | |]— | | | | | |
| 0.08 | 990 | R | | | | | | | | NA | | | NA | | 04/03/20 |
| | | | | | SR 3 | 30 Main St | | | |]— | | | | | |
| 0.13 | 500 | R | | | | | | | | NA | | | NA | | 04/03/20 |
| | From | | | | 50- | 1127 F St | | | |]— | | | | | |
| 0.02 | | R | | | | 15.1 | | | | NA | | | NA | | 04/03/20 |
| | | | | | | | | | | <u> </u> | | | | | |
| 0.16 | | | | | 50-11 | 07 Kirby St | | | | NIA | | | NΙΛ | | 05/17/20 |
| 0.10 | 210 | | | | | | | | | 1N/A | | | INA | | 03/11/20 |
| 0.02 | From | | | | SR 2 | 298 Lee St | | | | NIA | | | NΙΛ | | 05/17/20 |
| 0.02 | To | <u> </u> | | | D | ead End | | | | 1 | | | INA | | 03/17/20 |
| | From | | | | | | | | | ì | | | | | |
| 0.09 | 40 | R | | | | ond Liid | | | | NA | | | NA | | 04/19/20 |
| | То | | | | 5 | 0-1001 | | | | 1 | | | | | |
| | From | | | | SR 3 | 30 Main St | | | |] | | | | | |
| 80.0 | 130 | R | _ | _ | _ | | _ | _ | _ | NA | | | NA | | 04/15/20 |
| | To From | | | | 50-1 | 101 Lee St | | | |]— | | | | | |
| 0.06 | 20 | R | | | | | | | | NA | | | NA | | 04/15/20 |
| | | | | | | | | | | <u> </u> | | | | | |
| | | | | | D | ead End | | | | | | | | | 00/1/15 |
| 0.02 | 10 | R | | | | | | | | NA | | | NA | | 03/14/20 |
| | 0.15 0.16 0.16 0.08 0.07 0.14 0.08 0.08 0.08 0.08 0.08 0.08 0.08 0.0 | 0.15 270 To Tro 10.16 410 To To 10.16 100 To 10.08 46 0.07 490 0.14 360 To 10.08 290 0.08 290 0.08 290 0.08 130 0.08 130 0.08 390 0.11 500 0.08 70 To From: O.08 70 To From: O.08 70 To O.08 70 To O.09 40 To O.09 40 To To From: O.09 40 To To To From: O.09 40 To 0.15 270 R | O.15 270 R | 0.15 270 R Tro From: 0.16 | Carry Carr | Company Comp | Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2 2 | SR 30 Main St SR 30 Main St | Length AADT QA 4Tire Bus 2Axide 3+Axide 1Trail 2Trail QC F | Company Comp | Length AADT QA 41 1 | Length AADT QA 4Tire Bus 2Axide 34Axide 1Trail 2Trail QC Factor QK Factor R SR 30 Main St NA SO 1127 FSt NA SO SO SO SO SO SO SO | Length AADT QA 41fre Bus 2Axde 3+Axde 1Trail 2Trail QC Factor CR Factor AAWDT | Length AADT QA ATTRE Bus 2Axle 3+Axle 1Trail 2Trail QC Factor AAVIDT QW |

| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|---------|--------------------|----|-------|-----|--------|------------------|--------|--------|----|-------------|----|---------------|----------|----|-----------|
| Town of West Point | | | ā | | | ZAXIE | STAXIE | IIIali | ZIIali | | racioi | | racioi | | | |
| _ | | From | | | | SR 2 | 298 Lee St | | | | | | | | | |
| 1126 10th St | 0.05 | 30 | R | | | | | | | | NA | | | NA | | 03/14/200 |
| | | To | 1 | | | D | ead End | | | | | | | | | |
| _ | | From | | | | D | ead End | | | | | | | | | |
| (1127) F St | 0.02 | 160 | R | | | | | | | | NA | | | NA | | 04/03/200 |
| | | To From | | | | SR : | 33 14th St | | | | \Box | | | | | |
| 1127 F St | 0.22 | 520 | R | | | | | | | | NA | | | NA | | 04/03/200 |
| <u> </u> | | To From | | | | 5 | 0-1114 | | | | | | | | | |
| 1127 F St | 0.18 | 380 To | R | | | - | 0-1116 | | | | NA | | | NA | | 04/03/200 |
| | | | | | | | | | | | ļ | | | | | |
| C 544 C4 | 0.05 | From | | | | SR 2 | 298 Lee St | | | | | | | NIA | | 05/47/000 |
| 1128 5th St | 0.05 | 50 | R | | | D | ead End | | | | NA T | | | NA | | 05/17/200 |
| | | From | | | | | | | | | <u> </u> | | | | | |
| (1129) Main St | 0.23 | 930 | R | | | | 0-1121 | | | | NA | | | NA | | 05/17/200 |
| (1129) Main St | 0.20 | To | | | | an. | 200 51 6 | | | | | | | | | 00/11/200 |
| 1129 Main St | 0.10 | 1100 From | R | | | SR 2 | 298 5th St | | | | NA | | | NA | | 05/17/200 |
| (1129) Main St | 0.10 | 1100 | | | | | | | | | | | | INA | | 03/11/200 |
| Main Ot | 0.47 | From | Щ_ | | | 5 | 0-1106 | | | | ٠,, | | | NIA | | 05/47/000 |
| (1129) Main St | 0.17 | 2000 | R | | | | | | | | NA — | | | NA | | 05/17/200 |
| Main Ct | 0.00 | From | ╙ | 000/ | 00/ | | 296 10th St | 00/ | 00/ | | 0.004 | F | 0.540 | 2000 | | 2005 |
| 1129 Main St | 0.23 | 2800 _{To} | G | 98% | 0% | 1% | 0% 33 14th St | 0% | 0% | С | 0.094 | г | 0.540 | 2900 | G | 2005 |
| | | From | 1 | | | | | | | | <u> </u> | | | | | |
| 1130) Glass Island Rd | 0.20 | 250 | R | | | SK. | 33 14th St | | | | NA | | | NA | | 03/14/200 |
| (1130) Glass Island Rd | 0.20 | 230 To | | | | D | ead End | | | | | | | INA | | 03/14/200 |
| | | From | | | | | 0-1006 | | | | 1 | | | | | |
| 0205 | 0.11 | 380 | R | | | | 0-1000 | | | | NA | | | NA | | 05/16/200 |
| 9205 | | To | | | | West F | oint Schoo | ls | | | | | | | | 00/10/200 |
| | | From | : | | | | 0-1004 | | | | | | | | | |
| 9406 | 0.11 | 390 | R | | | | | | | | NA | | | NA | | 05/16/200 |
| 50 | | То | : | | | Wes | t Point HS | | | | | | | | | |
| | | From | - | | | 5 | 0-1006 | | | | | | | <u> </u> | | |
| 9407 | 0.05 | 110 | R | _ | | | _ | | _ | | NA | | | NA | | 04/19/200 |
| 50 | | To | | | | 5 | 0-1006 | | | | | | | | | |